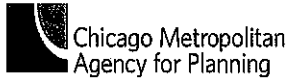


MAYOR JEFFERY SCHIELKE
Council Chairman



KKCOM
KANE / KENDALL
COUNCIL OF MAYORS

PRESIDENT ED RITTER
Council Vice-Chairman



KANE/KENDALL COUNCIL OF MAYORS
41W011 Burlington Road
St. Charles, Illinois 60175
(630) 584-1170

THOMAS B. RICKERT
Executive Director

STP Project Application/Methodology Data Sheet

Date: 6/1/15

New STP Project

Requesting Additional STP Funding

Agency: City of Aurora

Street: East New York Street

Functional Class: Minor Arterial

FAU Key Route ID: FAU 1522

North/West Limit: North Farnsworth Avenue

South/East Limit: West of Walsh Drive

Jurisdiction: (check applicable categories)

- State County Municipal Township

Type of Improvement(s):

- Add Lanes Resurfacing Lighting Intersection Improvement
 Reconstruction ROW Signals New Road
 Sidewalks Bike/Ped Facility Bridge Commuter Parking

Other:

Funding	Estimated Cost (enter most recent cost)	STP Funding Request	Projected Fiscal Year
Engineering-Phase I:		\$0	
Engineering-Phase II:	\$514,000		
ROW:	\$1,000,000		
Engineering-Phase III:	\$800,000		
Construction:	\$8,000,000	\$3,660,000	
Total:	10,313,000	\$3,660,000	

Project Readiness: (estimated time to project letting)

- 0-3 months 3-6 months 6-9 months
 9-12 months 12-15 months Over 15 months

Cross-Section: (check applicable categories) Urban Rural Two-lane Four-lane

CRS: (Condition Rating Survey):

CRS Rating By Local Agency: 2 By Council Staff: Project Length: 1

STP Project Application/Methodology Data Sheet (Page 2 of 3)

Roadway Improvement Information:	Before	After	Traffic Volumes:
Number of Thru Driving Lanes:	4	4	Current ADT: 10,900
Driving Lane Widths (ft):	10	12	Projected ADT: 14,170
Posted Speed Limit:	40	40	
Signal Interconnects (Yes/No):	No	Yes	

Number of Crashes:

(Roadways - Average number of crashes for last 3 years per million VMT)
 (Intersections - Average number of crashes for last 3 years per intersection)

# of crashes 1st year	0.76	# of crashes 2nd year	0.86
# of crashes 3rd year	0.84	Average # of crashes over 3 years	0.82

Bicycle Level of Service (BLOS) and Pedestrian Level of Service (PLOS):

BLOS Before	5.39	BLOS After	0.58
PLOS Before	4.49	PLOS After	2.6

Please check if the proposed Bike/Ped Infrastructure can be found in an adopted plan. List plan(s) below:

Local Commitment: (check all that apply)

Local Commitment to Fund Phase II

(Provide more detail below that demonstrates local commitment and attach documentation if available.)

Yes. The City has budgeted matching funds for Phase II of this project. The project is included in the 10 year Capital Improvement Program. Phase II for this project is 15% completed.

Multi-jurisdictional Sponsorship

List Partnering Agencies 1.)

2.)

3.)

Local Commitment of Scope and Finances - **Required for Eligibility**

Attach documentation that shows financial commitment by the agency **and** documentation that displays the agency's support of the project scope.
 i.e., resolutions, copy of approved budgets, etc...

STP Project Application/Methodology Data Sheet (Page 3 of 3)

Safety: Demonstrate a correlation between the proposed project and an increase in vehicle, pedestrian or bicyclist safety. Examples include reduction of crash rates, crosswalk implementation, signalization, and speed reduction. (Attach additional comments if necessary.)

East New York Street from North Farnsworth Avenue to West of Welsh Drive does not have existing sidewalks or bike path. The reconstruction of this section of East New York Street will include the installation of a 5 foot sidewalk on the north side of the roadway and a separate 10 foot paved bike path on the south side of the roadway. This sidewalk and bike path will connect with the previously constructed and contracted sections of New York Street to the east of this location. Improvements to the Intersection of North Farnsworth Avenue and New York Street will include crosswalk implementation, and traffic signal modernization of the existing traffic signal at the New York Street and Farnsworth Avenue Intersection.

Transportation Control Measures Benefits: Explain how your project exceeds the usual benefit to single occupancy vehicles and substantially promotes the use of other more efficient transportation modes. Examples include highway projects providing a bicycle or pedestrian facility, which forms part of a larger pedestrian or bicycle system, or a highway project improving the accessibility of a transit station. (Attach additional comments if necessary.)

A proposed bike path and sidewalk will link existing routes east of the project limits and to existing sidewalks to the west of the project limits. This bike path will eventually connect to the existing Illinois Prairie Path Aurora branch and will improve the accessibility to the Aurora Transportation Center, PACE, and Metra. The bike path will continue on the south side of East New York Street from North Farnsworth Avenue to just west of Welsh Drive, while the sidewalk will continue on the north side of East New York Street from North Farnsworth Avenue to just west of Welsh Drive. The pedestrian travelways will connect with existing bike paths and sidewalks within the adjacent residential neighborhoods. These pedestrian connections will greatly increase pedestrian safety as well as provide direct access to area schools, neighborhoods, parks and greenways.

Proposed ADA accessible sidewalk and a bike path will attract pedestrians to utilize the defined travelway, reducing potential conflicts with vehicles. Detectable warnings and curb ramps will also be installed at all curb ramps.

Additional Comments:

Project currently has STP funding award of \$2,500,000. \$257,000 is currently committed to E2 leaving \$2,243,000 for right-of-way, construction, and E3. Seeking additional \$3,660,000 in STP funds to obtain 70/30 split for total construction and E3 cost of \$8,800,000.

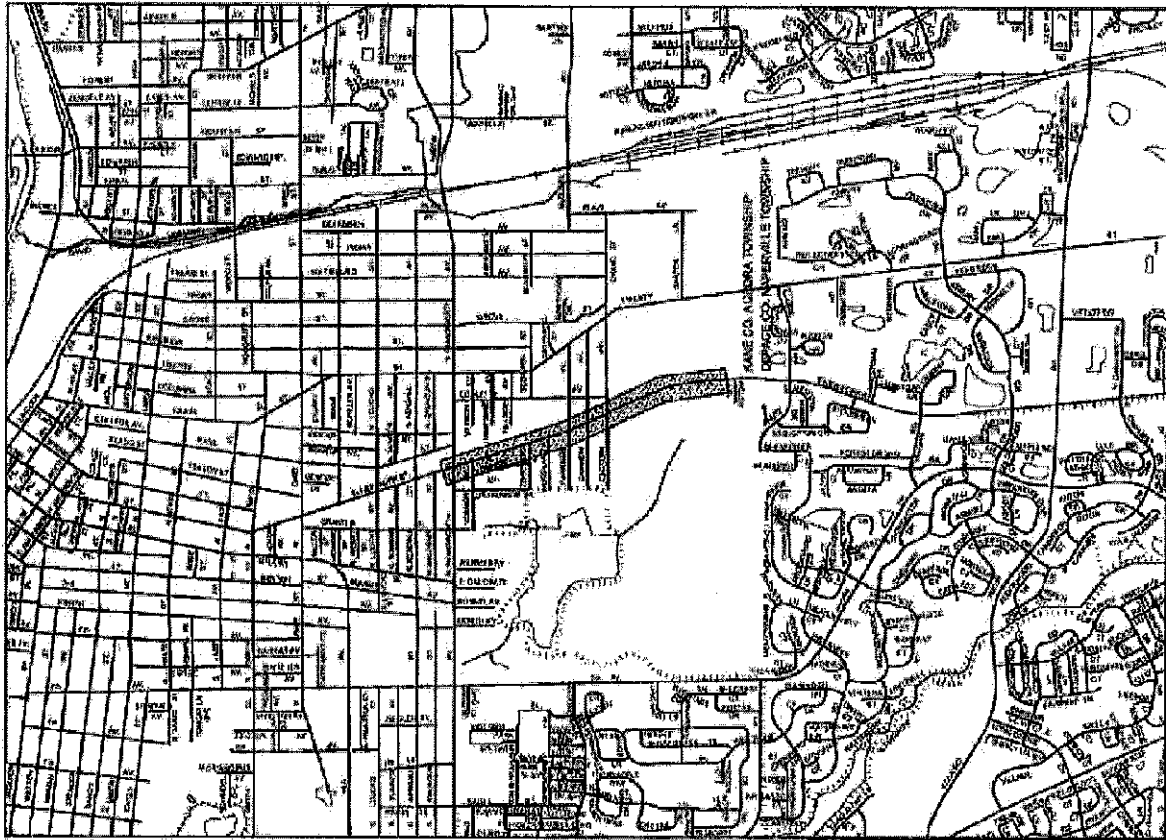
Prepared By (Name & Title): Daryl Devick, Capital Improvement Manager

Address: 44 E. Downer Place, Aurora, IL 60507

Phone Number: 630-256-3200

Email Address: ddevick@aurora-il.org

**PROJECT MAP
EAST NEW YORK STREET
CITY OF AURORA
KANE COUNTY**



LENGTH OF PROJECT = 1.00 MILE

LEGEND

 PROJECT LOCATION

BLOS and PLOS for the following road segment

Lanes per direction:	2
Outside lane width:	12 ft
Paved shoulder/bike lane/marked parking width:	10 ft
Bidirectional ADT traffic volume:	14170 (veh/day)
Posted speed limit:	40 mph
Heavy vehicle percentage:	2%
FHWA's pavement condition rating:	5
% of segment with occupied parking:	0%
% of segment with sidewalks:	100%
Sidewalk width:	5 ft
Sidewalk buffer/parkway width:	10 ft

	Score	Level-of-service	Compatibility Level
BLOS:	-0.58	A (below 1.50)	Extremely High
PLOS:	2.6	C (2.51-3.50)	Moderately High

BLOS and PLOS for the following road segment

Lanes per direction:	2
Outside lane width:	10 ft
Paved shoulder/bike lane/marked parking width:	0 ft
Bidirectional ADT traffic volume:	10900 (veh/day)
Posted speed limit:	40 mph
Heavy vehicle percentage:	2%
FHWA's pavement condition rating:	2
% of segment with occupied parking:	0%
% of segment with sidewalks:	0%

	Score	Level-of-service	Compatibility Level
BLOS:	5.39	E (4.51-5.50)	Very Low
PLOS:	4.49	D (3.51-4.50)	Moderately Low